

DRC.CTCPhase3

8- 04034

Wynn Witthans

June 28, 2004

1. Landscape Plans to include ALL elevations, grades and site detail from Site Plan.
2. Additional landscaping at residential entries
3. What happened to the public sitting area at terminus of two buildings? There needs to be more public sitting areas within the project that were shown with initial concepts but are now not here.
4. What is the MPDU plan for this site. If it is to be coordinated with other phases, submit plan.
5. SPA approval required prior to Planning Board site plan review.
6. Need access point to MD Route 355 – big part of original approval. Include with this final phase.
7. Sidewalk depth inadequate adjacent to Giant – need wider sidewalks.
8. Significant screening required behind grocery and service areas.
9. Can bank be reconfigured to be on intersection with driveway?
10. Connect pad sites to Overlook Park Drive.
11. Review on street parking with DPS.
12. Parking setback inadequate to TH's on west side by offices.
13. More comments will be generated as review continues.



**MONTGOMERY COUNTY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
WATERSHED MANAGEMENT DIVISION**

Rockville Center - 255 Rockville Pike, Suite 120 - Rockville, Maryland 20850-4166  
Telephone No. 240-777-7780 - FAX No. 240-777-7715

**SUBDIVISION PLAN REVIEW: MNCPPC Development Review Committee (DRC)  
Comprehensive Water Supply and Sewerage Systems Plan Issues**

MNCPPC File Number: **8-04034**

DRC Meeting Date: **06/28/2004**

Subdivision Plan Name: **Clarksburg Town Center - Phase3A**

Proposed Development: **Mixed use: 70 unit multi-family housing and office, retail, and  
restaurant: Total proposed 113, 352 SF**

Watershed: **Little Seneca Creek**

Zoning: **RMX-2**

Planning Area: **Clarksburg**

Site Area: **10.40 acres**

Location: **Clarksburg Square Rd nr Overlook  
Park Dr**

Engineer: **Gutschick Little & Weber 301-421-4024**

**Water Supply and Sewerage Systems (as specified on the subject subdivision plan or plan application)**

**Proposed Water Supply:**

**Proposed Wastewater Disposal:**

Community (public) WATER system

Community (public) SEWER system

Existing Service Area Categories: Water: **W - 3**

Sewer: **S - 3**

Water/Sewer Plan Map Amendment: **---**

**Water Supply Comments:**

Yes; the water supply system is consistent with the existing  
water service area category

**Sewerage System Comments:**

Yes; the sewerage system is consistent with the existing  
sewer service area category

**\*Additional Comments:**

no comments

Prepared by: **Alan Soukup/Shelley Janashek**

Date prepared: **06/24/2004**

**MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES  
WATER RESOURCES SECTION**

255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850-4153

Date: June 25, 2004

MEMO TO: Michael Ma, Supervisor  
Development Review Committee, MNCPPC

FROM: Blair Lough  
Water Resources Section, MCDPS

SUBJECT: Stormwater Management Concept Plan/100-Year Floodplain Review  
Site Plan # 8-04034, Clarksburg Town Center Phase 3-A  
Project Plan #  
Preliminary Plan # , DPS File # 211737  
Subdivision Review Meeting of June 28, 2004

The subject plan has been reviewed to determine if it meets the requirements of Executive Regulation 7-02AM for stormwater management and Executive Regulation 108-92 AM for a 100year floodplain. The following summarizes our findings:

**SM CONCEPT PLAN PROPOSED:**

- ☐ On-site: ☐ CPv ☐ WQv ☐ Both  
☐ CPv < 2cfs, not required  
☐ On-site/Joint Use ☐ Central (Regional): waived to  
☐ Existing ☐ Concept Approved  
☐ Waiver: ☐ CPv ☐ WQv ☐ Both  
☐ Approved on  
☐ Other

**Type Proposed:**

- ☐ Infiltration ☐ Retention ☐ Surface Detention ☐ Wetland ☐ Sand Filter  
☐ Separator Sand Filter ☐ Non Structural Practices ☐ Other

**FLOODPLAIN STATUS:** 100 Year Floodplain On-Site ☐ Yes ☐ No ☐ Possibly

- ☐ Provide source of the 100Year Floodplain Delineation for DPS approval:  
☐ Source of the 100-Year Floodplain is acceptable.  
☐ Submit drainage area map to determine if a floodplain study (> or equal to 30 acres) is required.  
☐ Dam Breach Analysis: ☐ Approved ☐ Under Review:  
☐ 100-Year Floodplain study: ☐ Approved ☐ Under Review:

**SUBMISSION ADEQUACY COMMENTS:**

- ☐ Provide verification of Downstream notification.

**RECOMMENDATIONS:**

- ☐ Approve ☐ as submitted ☐ with conditions (see approval letter)  
☐ Incomplete; recommend not scheduling for Planning Board at this time.  
☒ Hold for additional information. See below  
☒ Comments/Recommendations: Hold for outcome of the FWQP review.

cc: Steve Federline, Environmental Planning Division, MNCPPC

bll DRC site plan.03/01

EPD Recommendation to Dev Rev Div: Hold for revision/additional information

**MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
DEVELOPMENT REVIEW COMMITTEE RECOMMENDATIONS**

TO: Wynn Whittans  
Development Review Division

SUBJECT: Plan # 8-04034, Name Clarksburg Town Center - Phase 3A  
DRC date: June 28, 2004

The above-referenced plan has been reviewed to determine if it meets requirements of the Guidelines for Environmental Management of Development in Montgomery County, and other county regulations that may apply. The following recommendations are made for the DRC meeting:

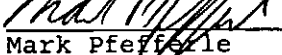
**SUBMITTAL ADEQUACY**

Plan is complete. (see recommendations below)

**EPD RECOMMENDATIONS:**

Hold for the following Revisions/Additional Information before scheduling for Planning Board:

1. The applicant needs to submit a plan that reflects all grading for the construction of this site. The comment "offsite grading by others" is not appropriate. This site plan needs to clearly identify the grading and offsite improvements that are associated with the development of this site.
2. This application needs to clearly identify all soil and erosion controls for this site plan. The Department of Environmental Protection is concerned with the amount of sediment entering the Town Center tributary. The sediment loadings to this stream from surrounding site plans are overwhelming the tributary. Additional loadings from this development application will further harm the stream. The plan should not be scheduled for the Planning Board until the Department of Permitting Services is comfortable that the sediment and erosion control practices proposed are sufficient to minimize the cumulative impacts to the tributary.
3. Forest conservation is already addressed for this site.

SIGNATURE:   
Mark Pfeiffer  
Environmental Planning  
Countywide Planning Division

DATE: June 25, 2004

cc: engineer/applicant

Reminder: Address your submissions/revisions to the Reviewer who completed the Comments sheet.  
Put the Plan numbers on your cover/transmittal sheets.

WSSC Comments on Items for June 28, 2004  
Development Review Committee Meeting

File Number	Project Name	Substantial Comments
8-04034	Clarksburg Town Center – Phase 3A	<p>Overall WSSC project number is DA1729Z96.</p> <p>The development project manager assigned to this project is An Bui. He can be reached at 301-206-8757.</p> <p>Phase 3A is dependent on the construction of a 20-inch water main and 8-inch water main in Clarksburg Square. Design plans for these mains have not been reviewed and approved by the WSSC.</p> <p><u>SUBMIT ON-SITE PLAN</u></p> <p>Submit on-site plans for water lines greater than 2 inches or sewer lines greater than 4 inches (to the One-Stop-Shop). A professional engineer registered in Maryland must prepare plans. Plans must conform to W/S Design Standards. One main outside water meter will be required at the property line.</p> <p><u>HYDRAULIC INFORMATION REQUIRED</u></p> <p>For commercial, industrial or public type buildings, to include apartment designs, fire sprinkler system hydraulic data, including estimated flow rate in gallons per minute and building top and lowest floor elevations, are required by WSSC.</p>

**DEVELOPMENT REVIEW COMMITTEE  
TRANSPORTATION PLANNING COMMENTS**

Item No. **7** Memo Required ? Yes No **X**

Meeting Date **06/28/04** Transportation Planner **Ki Kim** Ext **4538**

Date of Prior DRC **11/19/01 & others** Dev. Rev. Planner **W. Witthans** Ext **4584**

Plan Number(s) **8-04034** Zone **RMX-2**

Plan Name **Clarksburg Town Center - Phase 3A**

Applicant Name, Representative, or Attorney  
Applicant=Newland Communities - Gary Modjeska  
Engineer=Gutschick, Little & Weber, P.A. - Tim Longfellow  
Attorney=Linowes & Blocher, LLP - Todd Brown

Policy Area **Clarksburg** Parcel or Lot Numbers **Parcel 655**

Development Type	<b>Multi-Family Apartments</b>	<b>Office Use</b>	<b>Retail Uses</b>	<b>Restaurant Uses</b>
Size/Number of Units	<b>70 Apts.</b>	<b>16,080 sq. ft.</b>	<b>88,772 sq. ft.</b>	<b>8,500 sq. ft.</b>
No. of Lots	<b>Phasing</b>			
WSSC Map No(s)	<b>233NW13</b>		Tax Map No(s)	<b>EW</b>

**I. ADEQUATE PUBLIC FACILITIES**

Existing Land Use/Occupied

House(s)

Prior approval for	<b>Phase II-150-sf's, 185-tw's, &amp; 128-apts.</b>	as	<b>8-02014</b>	On	<b>PB Approval=05/09/02</b>
For	<b>1300-hu's, 150-ksf</b>	as	<b>1-95042</b>	On	<b>9/28/95+7/12/01</b>
For	<b>retail, 100-ksf office</b>	as	<b>9-94004</b>	On	
For		as		On	

**a. Policy Area Review**

Staging ceiling capacity (jobs/housing) available	Yes	No	<b>Both</b>
Number of jobs remaining <b>- 811</b>	as of	<b>05/31/04</b>	
Number of housing units remaining <b>- 5,028</b>	as of	<b>05/31/04</b>	
If deficit: De Minimis	Mitigation	<b>See #1</b>	Pay & <b>DAP</b>

Proposed traffic mitigation program for policy area review:

Required/optional participation in TMO **I-3 Zone**

**b. Local Area Review**

Traffic study required <b>No&gt;#2</b>	Traffic statement required	<b>No</b>	Submitted on
Traffic study/statement complete	Letter sent		Submitted by

**Key Transportation Issues**

1. **Policy Area Transportation Review should have been satisfied at preliminary plan.**
2. **Confirm that Overlook Park Drive is built and Clarksburg Square Road connects to MD 355.**
- 3.
- 4.

## II. RIGHT-OF-WAY DESIGNATION/USE

**EXTERNAL Roadway(s)**                      **Clarksburg Road- MD 121**    **Piedmont Road**

Master Plan designation                      **Arterial (A-27)**                      **Rustic**

Master Plan right-of-way                      **80 feet**                      **70 feet**

☒ Dedicated as shown on plan    **80 feet**                      **70 feet**

☐ Additional dedication for

☒ Designated bikeway as                      **Class I, B-19**  
Class/Side of Road

☒ Sidewalk

Rustic Road

**Rustic**

**EXTERNAL Roadway(s)**                      **Stringtown Road**                      **Midcounty Arterial**

Master Plan designation                      **Arterial (A-260)**                      **Major (M-83)**

Master Plan right-of-way                      **120 feet**                      **120 feet**

☒ Dedicated as shown on plan    **120 feet**                      **120 feet**

☐ Additional dedication for

☒ Designated bikeway as                      **Class I, B-9**                      **Class I, B-2**  
Class/Side of Road

☒ Sidewalk

Rustic Road

- ☐ Provide roadway connection to
- ☐ Provide sidewalk connection to
- ☐ Abandonment needed for
- ☐ Place in reservation for
- ☐ Place in easement (transit/roadway) for

### COMMENTS:

See comments in key transportation issue plus:

#### 1. Additional roadways:

#5=Redgrave Road, as Primary (P-5), with a 70-foot ROW

#6=BurntHill Road, Rustic

#7=Old Frederick Road (Now MD 355), as Business (B-1), with 50-foot ROW& Class III (B-5) bikeway

plus>>North-South Greenway Class I (B-1) Bikway

2. Applicant is requesting a waiver of the required number of parking spaces.

3. Limited transit service on Frederick Road.

4. Lighting along sidewalks and roadways should meet IES-NA standards.

## II. RIGHT-OF-WAY DESIGNATION/USE

### INTERNAL Roadway(s)

Master Plan designation

Master Plan right-of-way

Clarksburg Square Road

business district street

-??-

Overlook Park Drive

reduced width primary  
residential street

-??-

<input checked="" type="checkbox"/>	Dedicated as shown on plan	70 feet	60 feet
<input type="checkbox"/>	Additional dedication for		
<input type="checkbox"/>	Designated bikeway as Class/Side of Road		
<input checked="" type="checkbox"/>	Sidewalk	Plan show 5 feet on both sides	Plan show 5 feet on both sides

Rustic Road

### Roadway(s)

Master Plan designation

Master Plan right-of-way

<input type="checkbox"/>	Dedicated as shown on plan
<input type="checkbox"/>	Additional dedication for
<input type="checkbox"/>	Designated bikeway as Class/Side of Road
<input type="checkbox"/>	Sidewalk

Rustic Road

<input type="checkbox"/>	Provide roadway connection to
<input checked="" type="checkbox"/>	Provide sidewalk connection to
<input type="checkbox"/>	Abandonment needed for
<input type="checkbox"/>	Place in reservation for
<input type="checkbox"/>	Place in easement (transit/roadway) for

Lead-in 5-ft sidewalks are shown on the plan

COMMENTS:

**DEVELOPMENT REVIEW COMMITTEE  
TRANSPORTATION PLANNING COMMENTS**

Item No. **7** Memo Required ? Yes No **X**  
 Meeting Date **06/28/04** Transportation Planner **Ki Kim** Ext **4538**  
 Date of Prior DRC **11/19/01 & others** Dev. Rev. Planner **W.Witthans** Ext **4584**  
 Plan Number(s) **8-04034** Zone **RMX-2**

Plan Name **Clarksburg Town Center - Phase 3A**

Applicant Name, Representative, or Attorney

Applicant=Newland Communities - Gary Modjeska

Engineer=Gutschick, Little & Weber, P.A. - Tim Longfellow

Attorney=Linowes & Blocher, LLP - Todd Brown

Policy Area **Clarksburg** Parcel or Lot Numbers **Parcel 655**

Development Type	<b>Multi-Family Apartments</b>	<b>Office Use</b>	<b>Retail Uses</b>	<b>Restaurant Uses</b>
Size/Number of Units	<b>70 Apts.</b>	<b>16,080 sq. ft.</b>	<b>88,772 sq. ft.</b>	<b>8,500 sq. ft.</b>

No. of Lots **Phasing**

WSSC Map No(s) **233NW13** Tax Map No(s) **EW**

**I. ADEQUATE PUBLIC FACILITIES**

Existing Land Use/Occupied

House(s)

Prior approval **Phase II-150-sf's, 185-** as **8-02014** On **PB Approval=05/09/02**

for **tw's, & 128-apts.** as **1-95042** On **9/28/95+7/12/01**

For **1300-hu's, 150-ksf** as **9-94004** On

For **retail, 100-ksf office** as **9-94004** On

For as On

**a. Policy Area Review**

Staging ceiling capacity (jobs/housing) available Yes No **Both**

Number of jobs remaining **- 811** as of **05/31/04**

Number of housing units remaining **- 5,028** as of **05/31/04**

If deficit: De Minimis Mitigation **See #1** Pay & **DAP**

Proposed traffic mitigation program for policy area review:

Required/optional participation in TMO **I-3 Zone**

**b. Local Area Review**

Traffic study required **No>#2** Traffic statement required **No** Submitted on

Traffic study/statement complete Letter sent Submitted by

**Key Transportation Issues**

1. **Policy Area Transportation Review should have been satisfied at preliminary plan.**
2. **Confirm that Overlook Park Drive is built and Clarksburg Square Road connects to MD 355.**
- 3.
- 4.

## II. RIGHT-OF-WAY DESIGNATION/USE

**EXTERNAL Roadway(s)**      Clarksburg Road- MD 121      Piedmont Road

Master Plan designation      Arterial (A-27)      Rustic

Master Plan right-of-way      80 feet      70 feet

☒ Dedicated as shown on plan      80 feet      70 feet

☐ Additional dedication for

☒ Designated bikeway as      Class I, B-19  
Class/Side of Road

☒ Sidewalk

Rustic Road      Rustic

**EXTERNAL Roadway(s)**      Stringtown Road      Midcounty Arterial

Master Plan designation      Arterial (A-260)      Major (M-83)

Master Plan right-of-way      120 feet      120 feet

☒ Dedicated as shown on plan      120 feet      120 feet

☐ Additional dedication for

☒ Designated bikeway as      Class I, B-9      Class I, B-2  
Class/Side of Road

☒ Sidewalk

Rustic Road

☐ Provide roadway connection to

☐ Provide sidewalk connection to

☐ Abandonment needed for

☐ Place in reservation for

☐ Place in easement (transit/roadway) for

### COMMENTS:

See comments in key transportation issue plus:

#### 1. Additional roadways:

#5=Redgrave Road, as Primary (P-5), with a 70-foot ROW

#6=BurntHill Road, Rustic

#7=Old Frederick Road (Now MD 355), as Business (B-1), with 50-foot ROW& Class III (B-5) bikeway

plus>>North-South Greenway Class I (B-1) Bikway

2. Applicant is requesting a waiver of the required number of parking spaces.

3. Limited transit service on Frederick Road.

4. Lighting along sidewalks and roadways should meet IES-NA standards.

## II. RIGHT-OF-WAY DESIGNATION/USE

INTERNAL Roadway(s)		Clarksburg Square Road	Overlook Park Drive
Master Plan designation		business district street	reduced width primary residential street
Master Plan right-of-way		-??-	-??-
<input checked="" type="checkbox"/>	Dedicated as shown on plan	70 feet	60 feet
<input type="checkbox"/>	Additional dedication for		
<input type="checkbox"/>	Designated bikeway as Class/Side of Road		
<input checked="" type="checkbox"/>	Sidewalk	Plan show 5 feet on both sides	Plan show 5 feet on both sides

Rustic Road

### Roadway(s)

Master Plan designation

Master Plan right-of-way

- ☐ Dedicated as shown on plan
- ☐ Additional dedication for
- ☐ Designated bikeway as Class/Side of Road
- ☐ Sidewalk

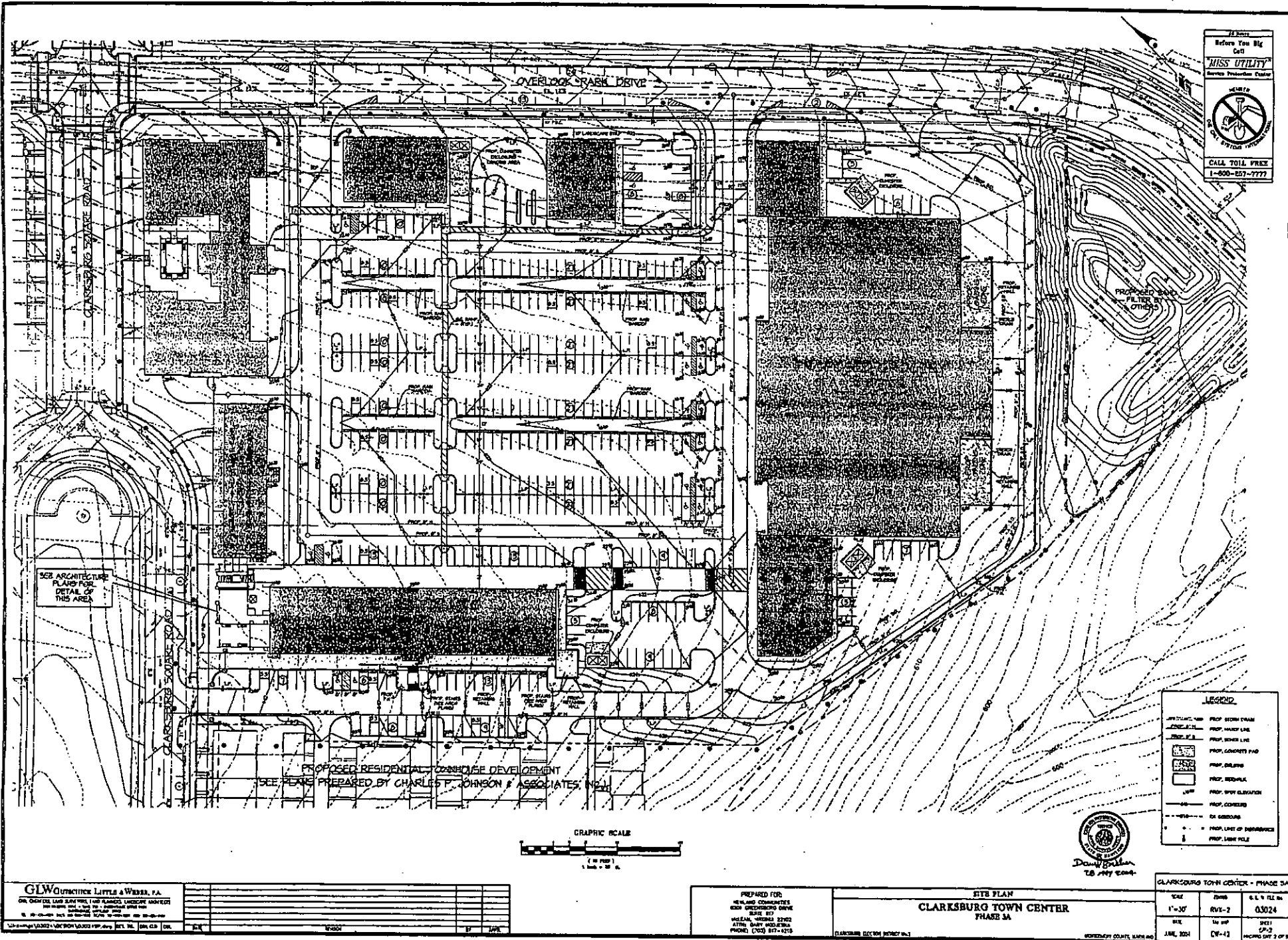
Rustic Road

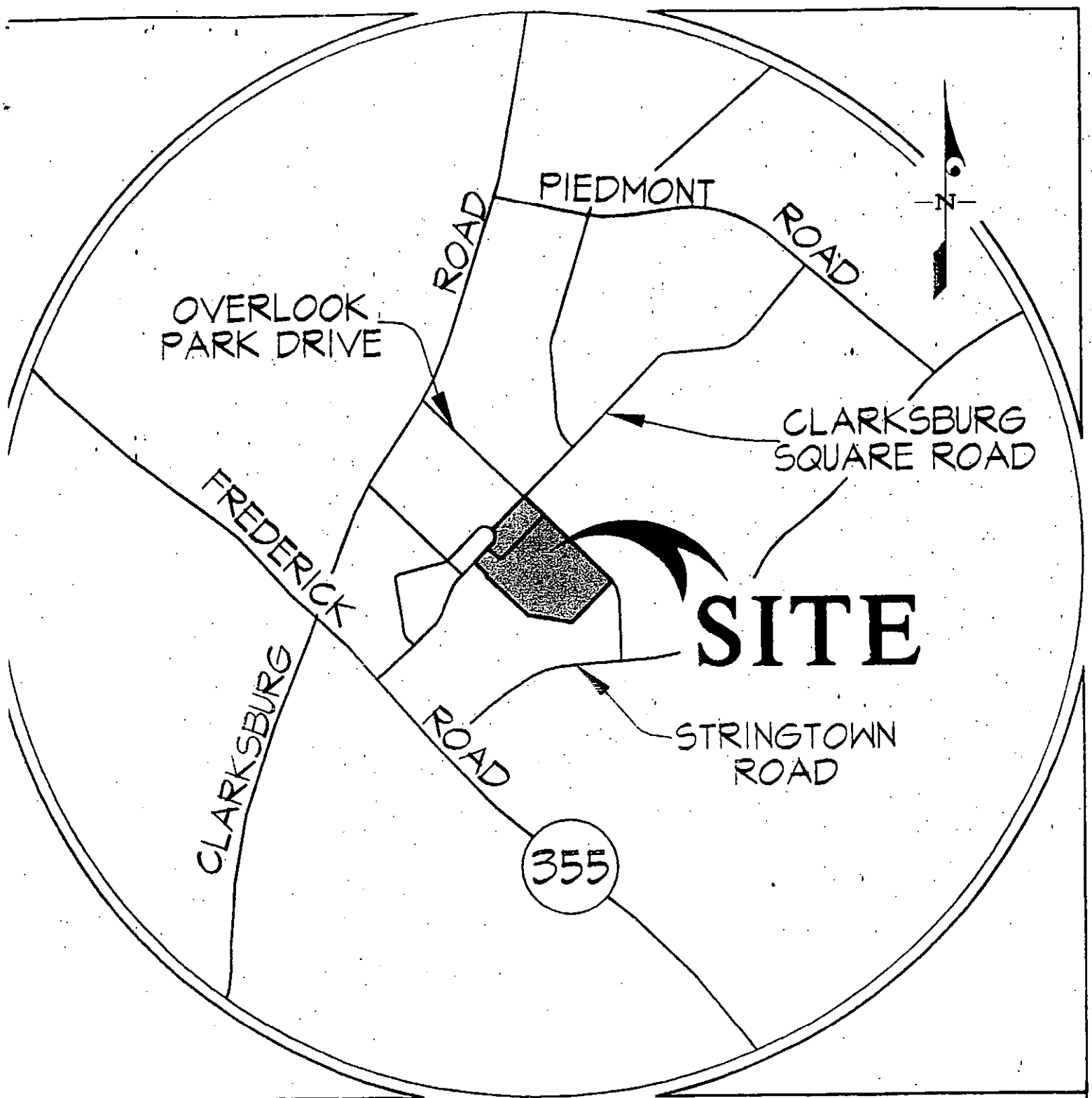
- ☐ Provide roadway connection to
- ☒ Provide sidewalk connection to **Lead-in 5-ft sidewalks are shown on the plan**
- ☐ Abandonment needed for
- ☐ Place in reservation for
- ☐ Place in easement (transit/roadway) for

**COMMENTS:**

[illegible]







# *VICINITY MAP*

SCALE: 1" = 1,000'

II. PROPOSED USE:

COMMERCIAL SHOPPING CENTER (RETAIL, OFFICE & RESTAURANT)  
RESIDENTIAL MULTI-FAMILY BUILDING

12. BUILDING SQUARE FOOTAGE BREAKDOWN:

A. COMMERCIAL:

RETAIL 88,772 SQ. FT.  
OFFICE 16,080 SQ. FT.  
RESTAURANT: 8,500 SQ. FT.

B. RESIDENTIAL: 70 DWELLING UNITS

13. PARKING REQUIREMENTS

A. COMMERCIAL

GENERAL RETAIL:

5 SPACES/1,000 S.F. (88,772) = 444

OFFICE:

2.5 SPACES/1,000 S.F. (16,080) = 41

RESTAURANT:

8,500 SQ. FT. W/5,100 S.F. PATRON AREA (INT.)

25 SPACES/1,000 S.F. INTERIOR (5,100) = 128

15 SPACES/1,000 S.F. EXTERIOR (800) = 12

TOTAL REQUIREMENT = 625 SPACES

**GLW** GUTSCHICK LITTLE & WEBER, P.A.

CIVIL ENGINEERS, LAND SURVEYORS, LAND PLANNERS, LANDSCAPE ARCHITECTS

3909 NATIONAL DRIVE - SUITE 250 - BURTONSVILLE OFFICE PARK

BURTONSVILLE, MARYLAND 20866

TEL: 301-421-4024 BAL: 410-880-1820 DC/VA: 301-989-2524 FAX: 301-421-4186

\\Drawings\03024\DESIGN\03024-CS.dwg

DES. TMR

DRN. KJF

CHK.

DATE

REVISION

**DEVELOPMENT REVIEW COMMITTEE  
TRANSPORTATION PLANNING COMMENTS**

Item No. 11 Memo Required ? Yes No X  
 Meeting Date 11/19/01 Transportation Planner Ki Kim Ext 4538  
 Date of Prior DRC yes Dev. Rev. Planner W.Wyethans Ext 4584  
 Plan Number(s) 8-02014 Zone RMX-2

Plan Name Clarksburg Town Center (Phase II)

Applicant Name, Representative, or Attorney

Applicant=Terrabrooke Clarksburg LLC - Jim Richmond

Engineer=Charles P. Johnson and Associates - Les Powell

Attorney=Linowes & Blocher, LLP - Steve Kaufman

Policy Area Clarksburg Parcel or Lot Numbers Parcel 655

Development Type	Single-Family Det. Units	Town- Houses	Multi- Family
Size/Number of Units	148	194	142

No. of Lots =484 Phasing

WSSC Map No(s) 233NW13 Tax Map No(s) EW

**I. ADEQUATE PUBLIC FACILITIES**

Existing Land Use/Occupied

Prior approval	1300-hu's, 150-ksf	as	1-95042	on	9/28/95+7/12/01
For	retail, 100-ksf office	as	9-94004	on	
For		as		on	
For		as		on	

**a. Policy Area Review**

Staging ceiling capacity (jobs/housing) available Yes No

Number of jobs remaining as of

Number of housing units remaining - 6,873 as of 10/31/01

If deficit: De Minimis Mitigation #1\* Pay & Go DAP

Proposed traffic mitigation program for policy area review:

Required/optional participation in TMO I-3 Zone

**b. Local Area Review**

Traffic study required No>#2 Traffic statement required No Submitted on

Traffic study/statement acceptable Letter sent Submitted by

**Key Transportation Issues**

1. No deficit when preliminary plan was first approved & now in Clarksburg Development District.
2. No traffic study assuming that the number of HU's are within the preliminary plan limit.
- 3.
- 4.

## II. RIGHT-OF-WAY DESIGNATION/USE

Roadway(s)                      Clarksburg Road- MD 121      Piedmont Road

Master Plan designation              Arterial (A-27)              Rustic

Master Plan right-of-way              80 feet              70 feet

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Class/Side of Road

☒ Sidewalk

Rustic Road    Rustic

Roadway(s)                      Stringtown Road              Midcounty Arterial

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Class/Side of Road

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### COMMENTS:

See comments in key transportation issue plus:

#### 1. Additional roadways:

#5=Redgrave Road, as Primary (P-5), with a 70-foot ROW

#6=BurntHill Road, Rustic

#7=Old Frederick Road (Now MD 355), as Business (B-1), with 50-foot ROW& Class III (B-5)  
bikeway

plus>>North-South Greenway Class I (B-1) Bikeway

#### 2. Limited transit service on Frederick Road.

VICINITY MAP FOR

# CLARKSBURG TOWN CENTER (8-02014)



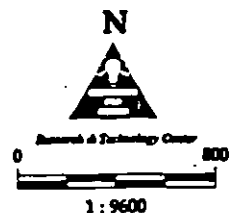
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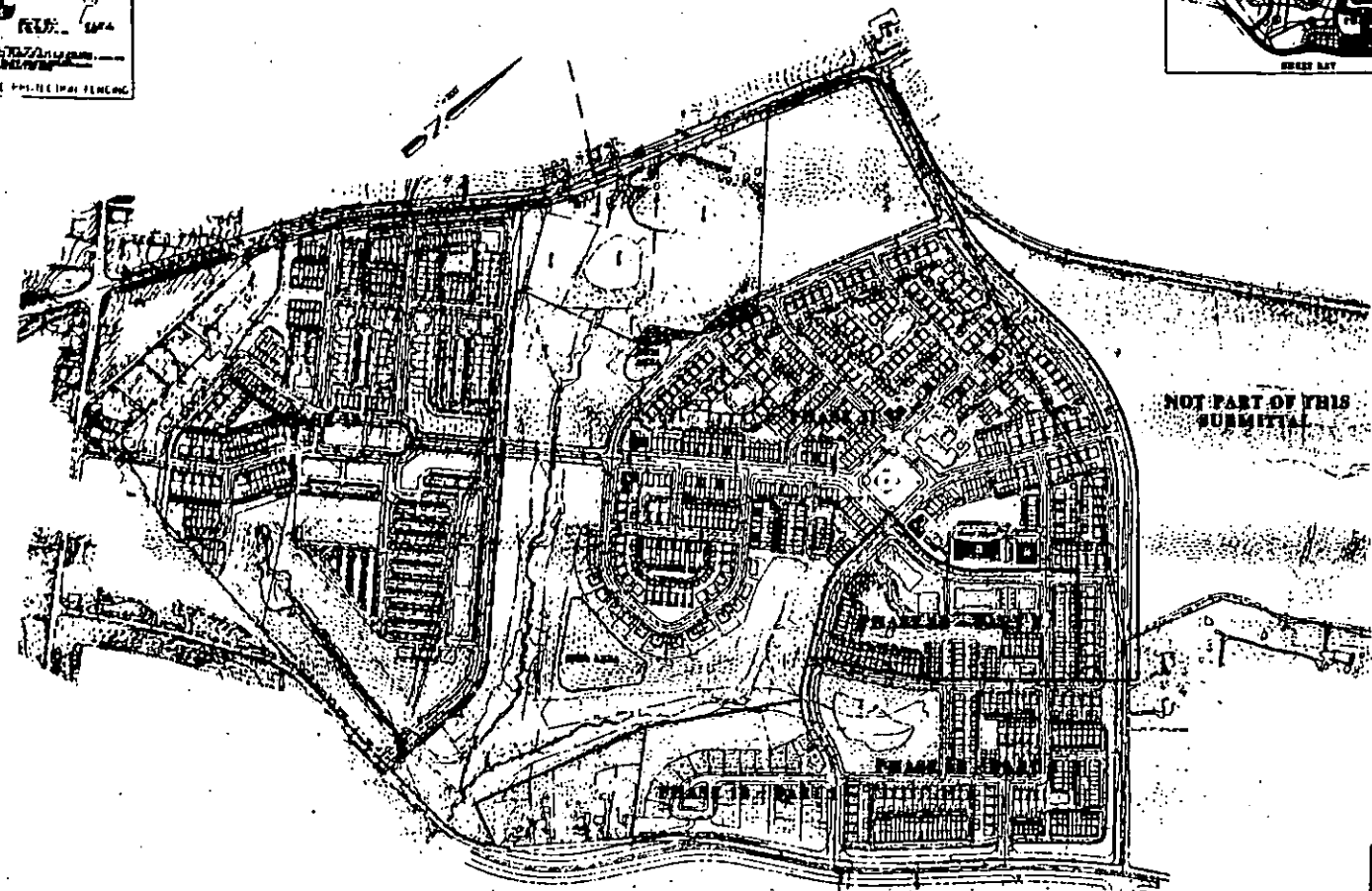
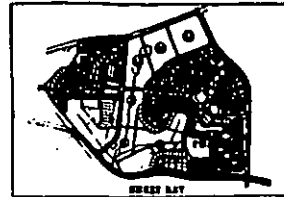
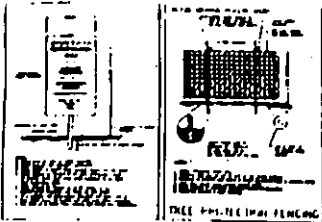
## NOTICE

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NOT PART OF THIS SUBMITTAL

SUMMARY OF PROPOSED DEVELOPMENT	
Lot Area	10.00 Acres
Proposed Building Area	100,000 sq. ft.
Proposed Parking Spaces	1,000
Proposed Population	1,000
Proposed Employment	1,000
Proposed Retail	1,000
Proposed Office	1,000
Proposed Industrial	1,000
Proposed Residential	1,000
Proposed Public	1,000
Proposed Other	1,000

APPROVED BY THE BOARD OF CITY ENGINEERS  
 DATE: 10/1/00  
 SIGNATURE: [Signature]

DIRECTOR'S CERTIFICATE  
 I HEREBY CERTIFY THAT THE ABOVE DEVELOPMENT IS IN ACCORDANCE WITH THE CITY OF CLARKSBURG ZONING ORDINANCE AND THE CITY ENGINEER'S APPROVAL.  
 DATE: 10/1/00  
 SIGNATURE: [Signature]

DEVELOPER'S CERTIFICATE  
 I HEREBY CERTIFY THAT THE ABOVE DEVELOPMENT IS IN ACCORDANCE WITH THE CITY OF CLARKSBURG ZONING ORDINANCE AND THE CITY ENGINEER'S APPROVAL.  
 DATE: 10/1/00  
 SIGNATURE: [Signature]

SUMMARY OF PROPOSED DEVELOPMENT	
Lot Area	10.00 Acres
Proposed Building Area	100,000 sq. ft.
Proposed Parking Spaces	1,000
Proposed Population	1,000
Proposed Employment	1,000
Proposed Retail	1,000
Proposed Office	1,000
Proposed Industrial	1,000
Proposed Residential	1,000
Proposed Public	1,000
Proposed Other	1,000

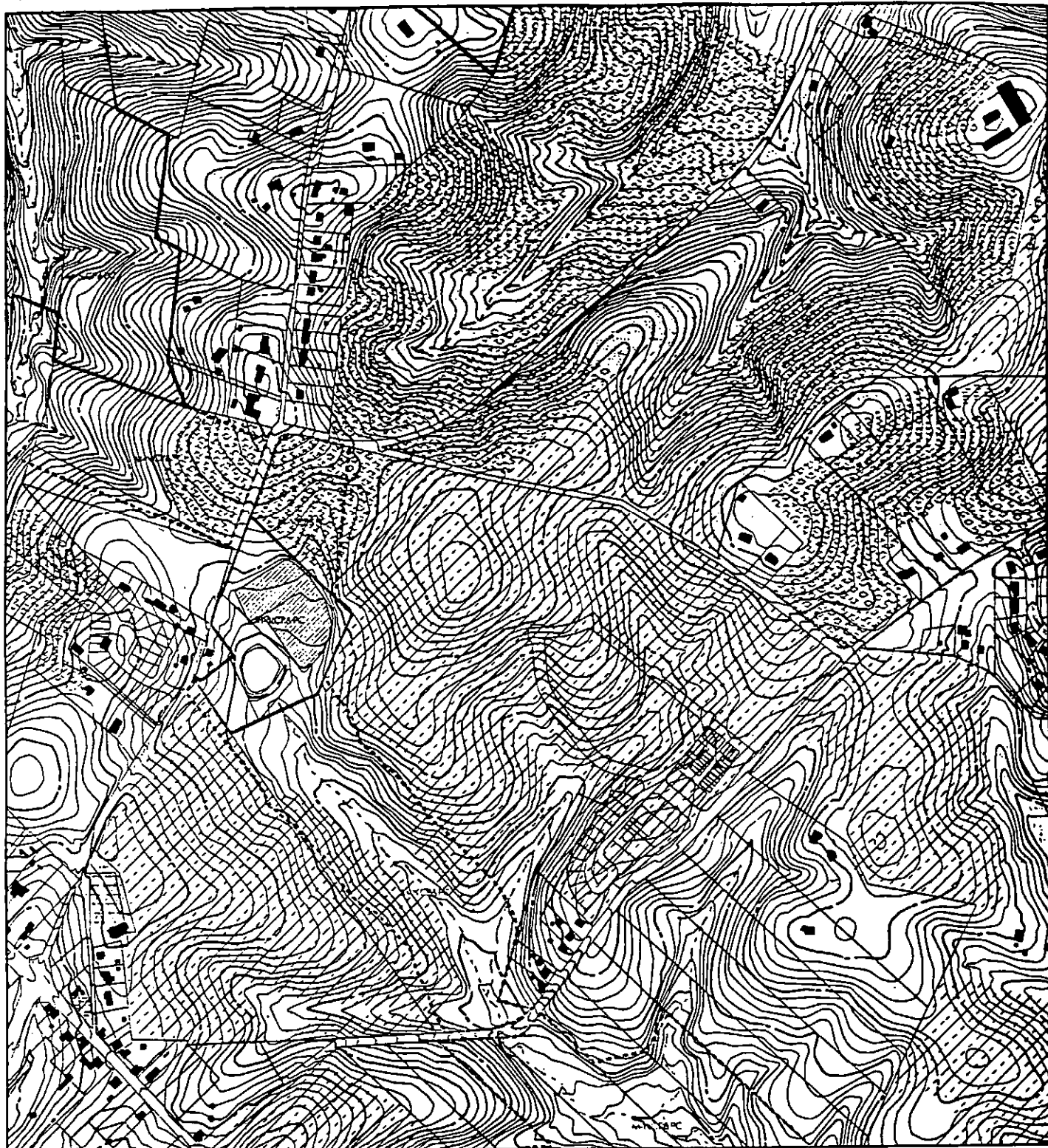
RECEIVED APPROVALS	
City Engineer	[Signature]
Planning Commission	[Signature]
Board of City Engineers	[Signature]
Director	[Signature]
Developer	[Signature]

SUMMARY OF PROPOSED DEVELOPMENT	
Lot Area	10.00 Acres
Proposed Building Area	100,000 sq. ft.
Proposed Parking Spaces	1,000
Proposed Population	1,000
Proposed Employment	1,000
Proposed Retail	1,000
Proposed Office	1,000
Proposed Industrial	1,000
Proposed Residential	1,000
Proposed Public	1,000
Proposed Other	1,000

802014

VICINITY MAP FOR

# CLARKSBURG TOWN CENTER (8-02014)



Map compiled on November 06, 2001 at 3:10 PM | Site located on base sheet no. - 233NW13

## NOTICE

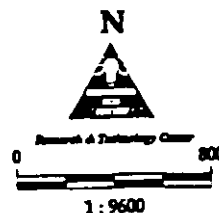
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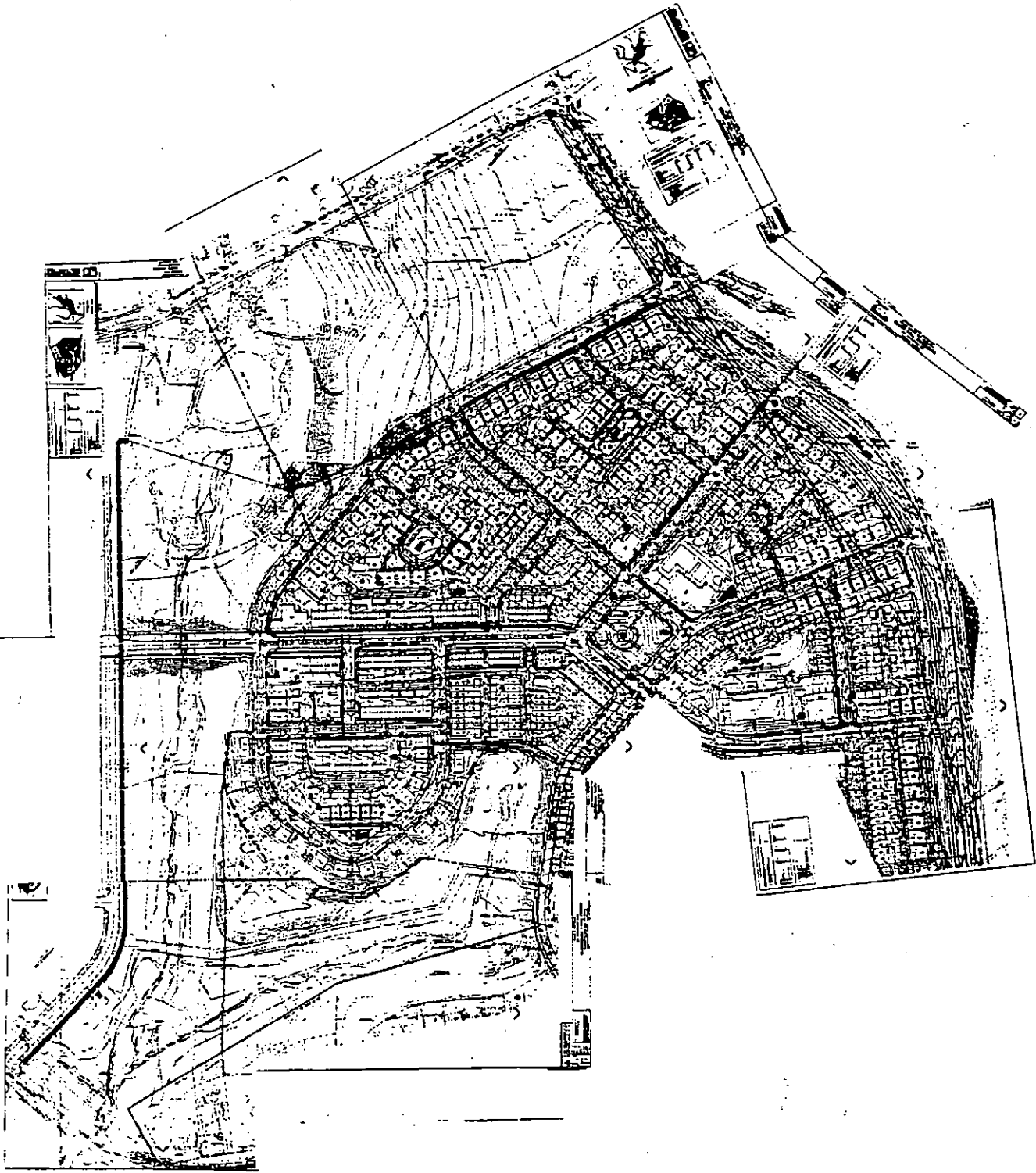
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:144,000 scale aerial photography using stereo photogrammetric methods.

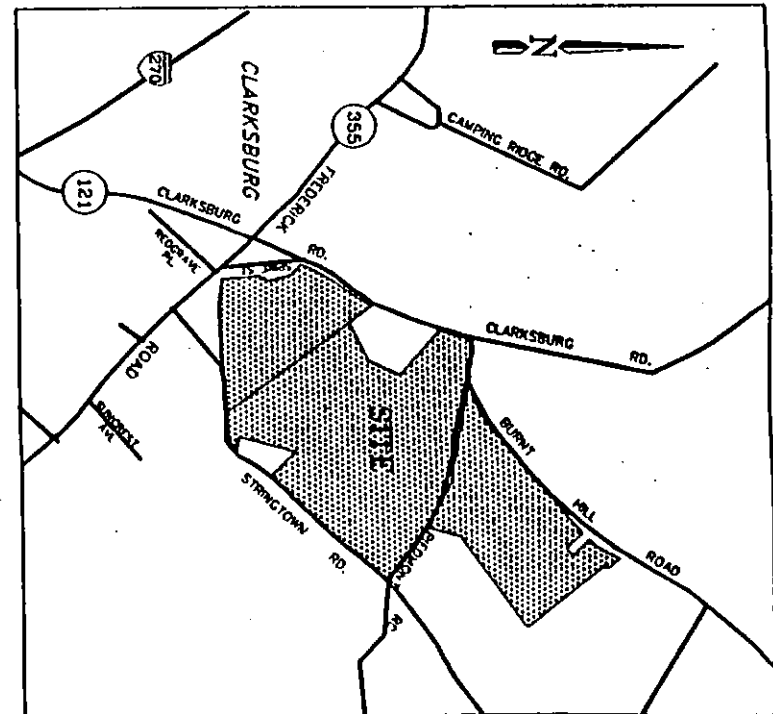
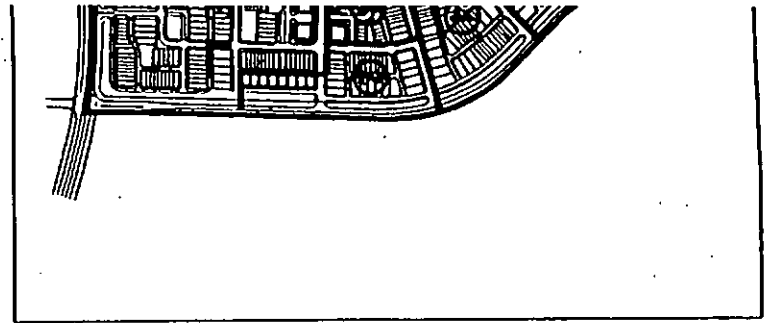
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**MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
1707 Georgia Avenue - Silver Spring, Maryland 20910-0760

Key Map

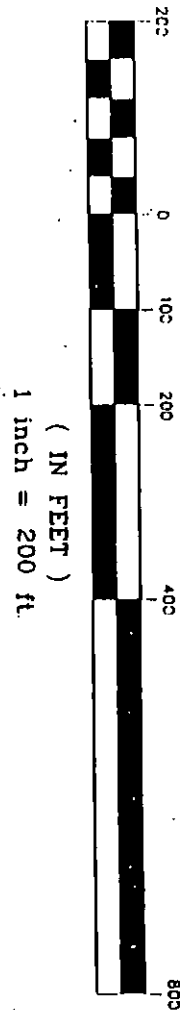






**VICINITY MAP**  
NO SCALE

**GRAPHIC SCALE**



**CPJ**  
Associates

Charles P. Johnson & Associates, Inc.  
PLANNERS • ENGINEERS • LANDSCAPE ARCHITECTS • SURVEYORS  
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FREDERICK, MD FAIRFAX, VA

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OCT 12 2001

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Action: Approved Staff Recommendation  
Motion of Comm. Wellington, seconded  
by Comm. Perdue with a vote of 3-0;  
Comms. Bryant, Holmes, Hussmann,  
Perdue and Wellington voting in favor

**MONTGOMERY COUNTY PLANNING BOARD****OPINION**

Preliminary Plan 1-95042R

NAME OF PLAN: CLARKSBURG TOWN CENTER

On 08/17/00, TERRABROOK CLARKSBURG, LLC submitted an amendment to the previously approved preliminary plan in the RMX zone. The previous application proposed to create 1,300 units previously approved on 267 acres of land. The application was designated Preliminary Plan 1-95042R. On 07/12/01, Preliminary Plan 1-95042R was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form, attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-95042R to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-95042R.

Approval, to revise conditions to include a Grading Plan and Borrow Plan (Off-Site Stockpile) as follows:

- (1) Stockpiling and barrow of dirt for use in a timely fashion only in connection with this preliminary plan, at designated locations, prior to site plan approval provided:
  - a. M-NCPPC technical staff review and approval of sediment control plans prior to issuance of permits by MCDPS; and
  - b. Applicant to enter into agreement with the Planning Board in advance of any land disturbance that they will conform with all aspects of stockpile and borrow plans
- (2) No clearing of grading or recording of plats, except as stipulated in the condition above, prior to site plan approval
- (3) All other appropriate conditions of approval under Planning Board opinion dated March 26, 1996

FILE NUMBER: 195042 SUBDIV NAME: CLARKSBURG TOWN CENTER  
FEE: \$1775.00 APPLIED DATE: 11/23/94 PLAN STATUS: GOOD  
SPEC'L EXCEPT.: COMPLETE DATE: / / PRELM PREPRE NO:  
LOCATION:  
SE QUAD OF THE INTERSECT OF FREDERICK ROAD & CLARKSBURG ROAD  
NUMBER OF LOTS: 834 NO. RESIUNITS: 1300 TYPE & NO. DUS: SF: 189, TW: 641,  
MF: 470 MPDUS: 163 COMM SQFT JOBS: OF: 100000, 400;  
RT: 150000, 375 ZONING: RMX2, PD7 WATER FACILITY: PUBLIC  
SEWER FACILITY: PUBLIC CLUSTER OPTION: NO MPDU WAIVER: NO  
HIST SITE/DIST: NO OWNER: PIEDMONT & CLARKSBURG ASOC  
OWNER ADDRESS: 4733 BETHESDA AVE BETHESDA MD 20814  
OWNER PHONE: 3019614910 CONTRACT PURCH:  
PURCH ADDRESS:  
PURCH PHONE: CONVEY AREA: 267.50 ACRES  
AREA: 267.50 ACRES RESTRICTIONS: NONE  
ENGINEER: LOIEDERMAN ASSOCIATES  
ENGINEER ADDR: 15200 SHADY GROVE RD. ROCKVILLE MD 20850  
ENGINEER PHONE: 3019482750 BRD ACTION DATE: 09/28/95  
BOARD ACTION: APPROVED APPROVED AREA: 267.50 ACRES  
MPDUS APPROVED: 163 LOTS APPROVED: 0834 APRV TY/NO. DUS: SF: 189, TW: 641,  
MF: 470 APRV SQFT JOBS: OF: 100000, 400; RT: 150000, 375;  
STILL PENDING?: NO PLAN EXTENDED?: NO EXTENDED DATE:  
EXPIRED DATE: 200 SHEET NO: 233NW13 TAX MAP NO: 00000  
SEWER AUTHORNNO: PLANNING AREA: (13) CLARKSBURG  
POLICY AREA: (D) CLARKSBURG TRAFFIC ZONE: 332  
SEWERSHED NO: STORM WAIVER: CHANNEL MOD:  
WRA PERMIT: TAXACCT NO: 00026117, 00028776, 00028787 TDRS: 000  
BOARD OPINION:

#### LEGAL TO DO OPINION

Approval, including 1) waiver of the distance between intersections requirements as contained in Section 50-26 of the Subdivision Regulations and 2) approval of closed street sections subject to MCDOT approval. Staff recommendation of approval of the preliminary plan is subject to the following conditions:

- (1) Agreement with Planning Board to limit development to a maximum of 1300 dwelling units, 150,000 square feet of retail uses and 100,000 square feet of commercial office uses, subject to the following requirements:
  - (a) Agreement with the Planning Board to provide the necessary roadway improvements as identified in the phasing section of the revised Transportation Planning Division memorandum dated 9-26-95.
  - (b) The recordation of the subdivision plats for the Clarksburg Town Center project shall be phased over a nine year period. Plats may be recorded in three separate phases with each phase being completed within a thirty-six month period. Applicant to record plats for at least 200 residential units during Phase 1. Applicant must submit a plat recordation schedule for Phases 2 and 3 for Planning Board approval as part of the Phase 1 site plan review.

- (2) Compliance with Environmental Planning Division approval regarding the requirements of the forest conservation legislation. Applicant must meet all conditions prior to recording of plat or MCDEP issuance of sediment and erosion control permit, as appropriate
- (3) The commercial area's stormwater management forebay, sand filter #6 and associated grading that cannot be forested must be located outside of the required stream buffer. The SWM facilities should be designed to promote aesthetics and effectiveness.
- (4) Agricultural areas within the environmental buffer will be taken out of production and stabilized with a suitable grass cover no later than Spring, 1996.
- (5) Dedication of the following roads as shown on plan must be provided as follows:
  - (a) Clarksburg Road (MD RT 121) for ultimate 80' right-of-way
  - (b) Piedmont Road (Master Plan A-305) for ultimate 80' right-of-way
  - (c) Stringtown Road (Master Plan A-260) for ultimate 120' right-of-way
- (6) Dedication of the proposed park/school, as shown on the applicant's revised preliminary plan drawing, is to be made to M-NCPPC. In order to facilitate the implementation of the combined park/school facilities, the following provisions apply:
  - (a) M-NCPPC and the applicant will enter into an agreement specifying that an exchange of land, identified as areas "B1" and "B2" on the park/school concept drawing set out on Circle page 49 of this report, will occur prior to execution of the site plan enforcement agreement.
  - (b) Dedication of the approximately 8 acre area, identified as area "A" on the same park/school concept drawing identified above, will occur either at the time of recordation of the plats for the adjacent phase of the project or at such time as funds for construction of the future elementary school are added to the County CIP, whichever occurs first.
  - (c) The applicant will provide site grading, infield preparation and seeding of the replacement athletic fields on the approximately 8 acres of dedicated land at a time which insures that there will be no disruption in the continued use of the existing athletic fields prior to completion of the replacement athletic fields.
    - i) In the event that dedication occurs when funds for the proposed school are shown in the CIP, applicant will complete work on the replacement fields prior to the construction of the proposed school.

- ii) In the event that dedication occurs prior to funding for the school being shown in the CIP, then upon construction of Street "F", as shown on the revised preliminary plan, applicant will commence work on replacement of the baseball field. In addition, if at site plan it is determined that there is sufficient earth material on site to construct both replacement fields, then applicant will also rough grade and seed the replacement soccer field when construction of Street "F" begins. Area tabulations for the proposed

park/school complexes to be submitted for technical staff review at site plan. Final grading plan for the park/school site to be submitted for technical staff approval as part of the site plan application

- (7) In accordance with Condition #6 above, applicant to enter into an agreement with the Planning Board to provide for site grading, infield preparation and seeding of the replacement athletic fields in accordance with Park's Department specifications, as shown on the preliminary plan drawing, and as specified in the Department of Park's memorandum dated September 22, 1995. The construction of the replacement athletic fields must occur as specified in Condition #6.
- (8) Record plats to reflect delineation of conservation easements over the areas of 100 year flood plain, stream valley buffer, wetland buffer and tree preservation and/or reforestation and greenway dedications
- (9) No clearing, grading, or recording of plats prior to site plan approval
- (10) Final number and location of units to be determined at site plan
- (11) Access and improvements as required to be approved by MCDOT and MDSHA
- (12) Conditions of MCDEP stormwater management approval dated 7-28-95
- (13) Final number of MPDU's to be determined at site plan dependent on condition #10 above
- (14) Preliminary Plan 1-95042 is expressly tied to and interdependent upon the continued validity of Project Plan 9-94004. Each term, condition, and requirement set forth in the Preliminary Plan and Project Plan are determined by the Planning Board to be essential components of the approved plans and are, therefore, not automatically severable. Should any term, condition, or requirement associated with the approved plans be invalidated, then the entirety of the approved plan must be remanded to the Planning Board for further consideration. At that time, the Board shall determine if all applicable requirements under State and County law will be met in the absence of such term, condition and, requirement and if some alternative, lawful conditions or plan revisions related to the severed term, condition, or requirement are then required.

(15) Other necessary easements

(16) The following phasing requirements are conditioned upon issuance of building permits for the subject preliminary plan:

- (a) The first 44 dwelling units without any off-site road improvements.
- (b) After the 44th building permit, the developer must start reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement.
- (c) After the 400th building permit, the developer has two options:
  - 1) Construction of A-260 from MD 355 to the southern access road of the commercial site (commercial access road between A-260 and P-5) and construction of P-5 across the stream valley into the residential area north of stream valley.
  - 2) Construction of A-260 from MD 355 to the northern access road of the residential development and construction of a northbound right-turn lane along MD 355 at A-260 should be included in this phase.
- (d) After the 800th building permit, the developer must start construction of remaining section of A-260 to A-305 and intersection improvements at MD 355 and MD 121 to construct eastbound & westbound left-turn lanes along MD 121.
- (e) Construction of A-305 from A-260 to MD 121 must begin when the developer starts building any of the residential units on blocks 11, 12, 13, and the northern half of block 10.

(16) This preliminary plan will remain valid until March 26, 1999. (37 months from the date of mailing which is February 26, 1996) Prior to the expiration of this validity period, a final record plat for all property delineated on the approved preliminary plan must be recorded or a request for an extension must be filed.

SUPERSEDING?: NO  
REVISIONS?: NONE

APPROVED AND ADOPTED

# Clarksburg Master Plan & Hyattstown Special Study Area

June 1994

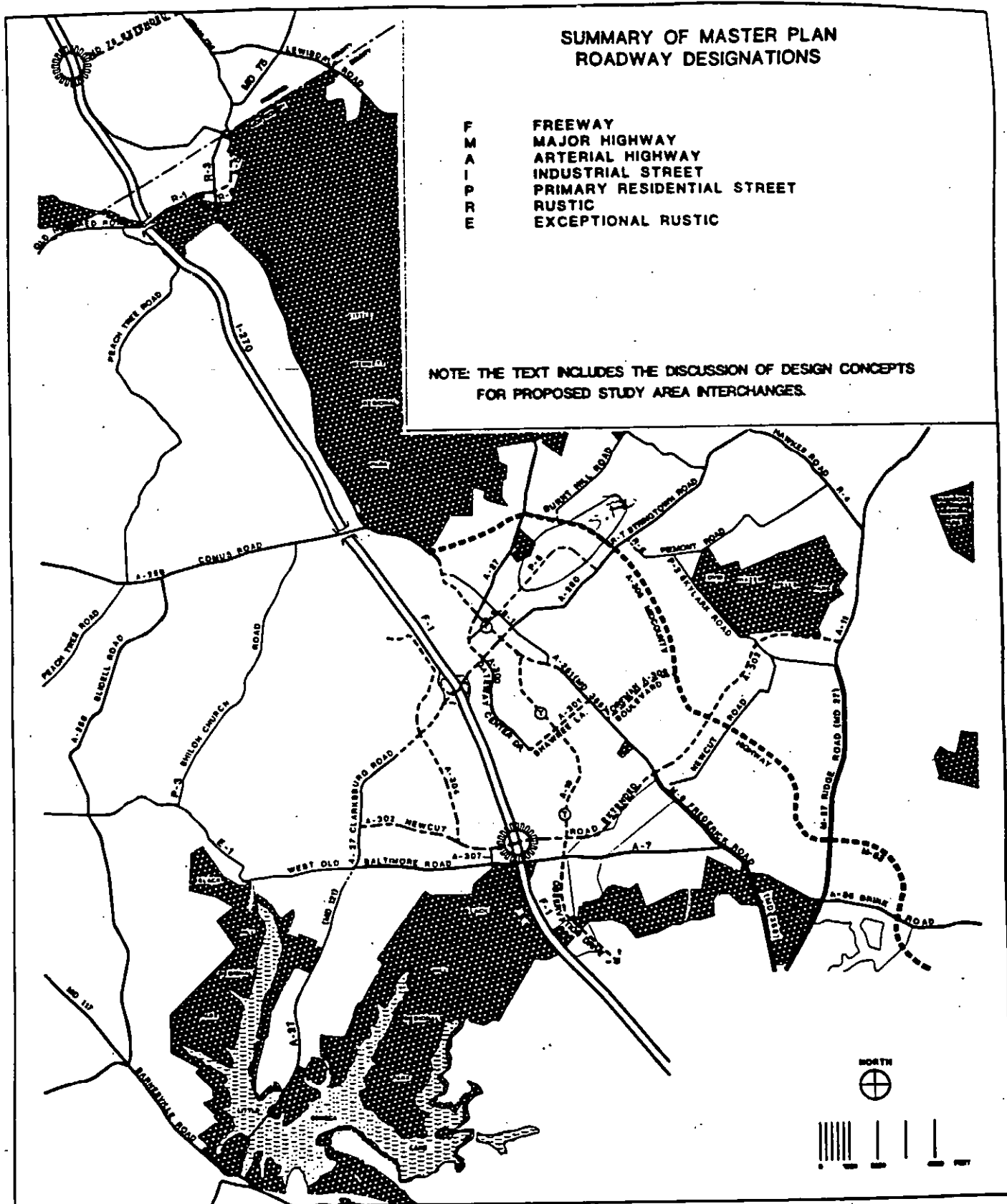
An Amendment to *Clarksburg and Vicinity Master Plan*, 1968, as amended; a portion of the *Master Plan for Historic Preservation*, 1979, as amended; a portion of the *Functional Master Plan for Preservation of Agriculture and Rural Open Space*, 1980; a portion of the *Boys Master Plan*, 1985; a portion of the *Germantown Master Plan*, 1989; the *Master Plan of Bikeways*, 1978, as amended; being also an amendment to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; and the *Master Plan of Highways in Montgomery County*, as amended.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Montgomery County Department of Park and Planning  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

# Generalized Highway and Transit Plan

Figure 40



# Highway and Street Classifications in the Clarksburg Master Plan and Hyattstown Special Study Area

Table 7

Master Plan Roadway Designation	Name	Limits	Number of Travel Lanes <sup>1</sup>	
			Maximum Recommended	Minimum Right-of-way Width <sup>2</sup>
Freeway F-1	Washington National Pike (1-270)	Southern Study Area Boundary to MD 121	8 lanes	350'
		MD 121 to Comus Road	6 lanes	250'
		Comus Road to County Line	6 lanes	Existing + 100'
Major Highways				
M-6	Frederick Road (MD 355)	Newcut Road Extended to Southern Study Area Boundary	4 Divided	120'
M-27	Ridge Road (MD 127)	Skylark Road to M-83	4 Divided	120'
		M-83 to Brink Road	6 Divided	150'
M-83	Midcounty Hwy.	Brink Road to MD 27	6 Divided	150'
Arterial Highways				
A-5	Hyattstown Bypass (MD 109)	MD 355 to County Line	2	80'
A-7	West Old Baltimore Road	MD 355 to MD 121	2	80'
A-11	Ridge Road (MD 27)	Northern Study Area boundary to Skylark Road	2	80'
A-19	Observation Drive	Southern Study Area Boundary to MD 355	4 Divided w/transitway	150' (includes 50' for transitway)
A-27/	Clarksburg Road (MD 121)	MD 117 (in Boyds) to A-302	2	80'
		A-302 to A-304	4 Divided	120'
		A-304 to I-270	6 Divided	150'
		A-260 to Northern Study Area Boundary	2	80'

## Highway and Street Classifications (cont.)

Table 7

Master Plan Roadway Designation	Name	Limits	Number of Travel Lanes <sup>1</sup>	
			Maximum Recommended	Minimum Right-of-way Width <sup>2</sup>
Arterial Highways (cont.)				
A-36	Brink Road	MD 355 to M-83	4 Divided	100'
A-251	Frederick Road (MD 355)	Newcut Road Extended to A-19	4 Divided	120'
		A-19 to A-305	4 Divided w/transitway	150'
		A-305 to Comus Road	2 w/transitway	130'
		Comus Road to Hyattstown Bypass	2	80'
A-258	Slidell Road	Northern to Southern Study Area Boundary	2	80'
A-259	Comus Road	MD 355 to Western Study Area Boundary	2	80'
A-260	Stringtown Road	I-270 to A-305	4 Divided	120'
A-300	Gateway Center Dr.	A-260 to A-301	4 Divided	80'
A-301	Shawnee Lane	Gateway Center Drive to MD 355	4 Divided	120'
A-302	Newcut Road Extended	MD 121 to A-305	4 Divided	120'
		A-305 to MD 27	2	80'
A-304	Proposed Road	Newcut Road Extended (A-302) to Site 30	4 Divided	120'
A-305	Midcountry Hwy. -	MD 27 to Stringtown Road	4 Divided	120'
		Stringtown Road to Clarksburg Road (A-27)	2	80'
		Clarksburg Road to MD 355	2	80'
A-306	Foreman Boulevard	MD 355 to A-305	2	80'
A-307	Proposed Road	Newcut Road Extended (A-302) to West Old Baltimore Road	2	80'

## Highway and Street Classifications (cont.)

Table 7

Master Plan Roadway Designation	Name	Limits	Number of Travel Lanes <sup>1</sup>	
			Maximum Recommended	Minimum Right-of-way Width <sup>2</sup>
<b>Business Streets</b>				
B-1	"Old Frederick" Rd. Through Town Center Area		2	50'
<i>Note: See Text for Discussion of this Road.</i>				
B-2	Redgrave Place	A-19 to Little Seneca Creek	2 w/no parking inside historic dist.	70'
<b>Primary Residential Street</b>				
P-2	Skylark Road	Piedmont Road to MD 27	2	70'
P-3	Shiloh Church Rd.	West Old Baltimore Road to Comus Road	2	70'
P-5	Redgrave Place	Little Seneca Creek to A-260	2	70'
<b>Rustic Roads</b>				
R-1	Old Hundred Road (MD 109)	MD 355 to I-270	N/A	80'
R-3	Frederick Road (MD 355)	Hyattstown Bypass to County Line	N/A	80'
R-4	Hawkes Road	Ridge Road (MD 27) to Piedmont Road	N/A	70'
R-5	Piedmont Road <sup>3</sup>	Stringtown Road to Hawkes Road	N/A	70'
R-6	Hyattstown Mill Road	Frederick Road (MD 355) to Park Boundary	N/A	60'
R-7	Stringtown Road	A-305 to Study Area Boundary	N/A	80'
E-1	West Old Baltimore Road	Clarksburg Road (MD 121) to Western Study Area Boundary	N/A	80'

<sup>1</sup> These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

<sup>2</sup> This minimum may be increased at time of subdivision on the basis of more detailed engineering studies.

<sup>3</sup> Realignment of Piedmont Road is recommended to allow appropriate distance from A-305/Stringtown Road intersection.



## I-270 AT CLARKSBURG ROAD (MD 121)

This existing I-270/MD 121 interchange is currently programmed for ramp reconstruction as part of the widening and upgrading of I-270 to six lanes from Clarksburg Road (MD 121) to Darnestown-Germantown Road (MD 118). Construction of this project is anticipated to be completed by 1997. The Plan envisions that this interchange will serve central Clarksburg, including the Town Center area.

Figure 41 shows the existing interchange with currently designed modifications. This Plan recommends further improvements to the interchange to achieve the following goals:

- Provide improved access to the Town Center and Transit Corridor Districts.
- Encourage the relocation of the SHA salt and sand storage building to a less conspicuous location.
- Minimize the amount of land required and the associated impacts on adjacent properties.

## I-270 AT OLD HUNDRED ROAD (MD 109)

This Plan recommends the closure of this interchange in conjunction with the opening of a proposed new interchange in the Urbana area of Frederick County (located at a westward extension of MD 75 to a connection with I-270 in the vicinity of Dr. Perry Road). Presently, MD 75 traffic uses MD 355 through Hyattstown to reach the I-270 interchange at MD 109. As development in the Green Valley/Urbana area continues, this traffic pressure will increase, necessitating the provision of additional capacity along MD 355. This increased capacity could entail the widening of MD 355, the provision of a bypass roadway around Hyattstown, or some combination of these two options. However, any potential capacity improvement would entail onerous community, historic preservation, and/or environmental impacts and thus would be highly undesirable (see Land Use Plan chapter). Further, the MD 109 interchange is of substandard design and any capacity improvements of this facility would be severely restricted by physical and environmental concerns.

The proposed interchange at MD 75 would allow traffic to access I-270 north of Hyattstown, reduce traffic pressure on MD 355, and avoid the negative impacts associated with providing for additional traffic capacity in the Hyattstown Historic District.

## MIDCOUNTRY HIGHWAY (M-83/A-305)

This Plan proposes two different classifications for Midcountry Highway as it traverses Clarksburg.

This Plan recommends the extension of M-83 as a six-lane divided limited

access highway from Germantown to MD 27. It recommends the extension of Midcountry Highway as a four-lane divided arterial roadway from Ridge Road (M-27) to Stringtown Road (A-260) within a 120-foot right-of-way. It recommends that the roadway transition to a two-lane arterial is within a 100-foot right-of-way between A-260 and Clarksburg Road, and is within an 80-foot right-of-way between Clarksburg Road and its termination at MD 355.

M-83/A-305 is designed to:

- Provide connections between Clarksburg, Germantown, and Gaithersburg.
- Provide traffic capacity parallel to I-270, A-19, and MD 355.
- Provide access to residential development in the eastern areas of Clarksburg, Germantown, and Gaithersburg.
- Provide a bypass of the office and industrial areas along I-270.

This Plan recommends that M-83 be constructed within a 150-foot right-of-way with a design which would allow for the construction of the outside lanes with a wide median for future widening. This design would set the outside edges of the roadway so that future widening could be achieved without additional impact to adjacent properties or the acquisition of additional right-of-way.

M-83 will be designed to mitigate its impact on Wildcat Branch in the Great Seneca Creek watershed and its tributaries. The need for M-83 will be reexamined in the context of the next update to the *Germantown Master Plan*.

#### RIDGE ROAD (MD 27)

Ridge Road (MD 27) is the major roadway connecting Damascus and Germantown. This two-lane roadway is also the eastern boundary of the Study Area for much of its length. Ridge Road (M-27) is currently designated as a major highway (four to six lanes).

The Adopted 1992 Damascus Master Plan Amendment recommends that MD 27 not be widened beyond two lanes through the Damascus Planning Area. This Plan supports that recommendation and continues Ridge Road as a two-lane arterial to Skylark Road. Development in Clarksburg will necessitate Ridge Road being widened south of Skylark Road as it traverses the Clarksburg Study Area.

#### FREDERICK ROAD (MD 355)

Frederick Road (MD 355) is a two-lane roadway that is the historical connection between Georgetown and the City of Frederick. The Adopted 1989 Germantown Master Plan Amendment established the current designation of MD 355 as a major highway throughout the Study Area.

The Plan recommendations for Frederick Road have been developed in response to the following concerns:

- The character of MD 355 (Frederick Road) between Germantown and Clarksburg Town Center should be compatible with existing and proposed residential uses.

This Plan recommends that the classification of MD 355 be changed from a major highway to an arterial to support the Plan's objective that the existing character of MD 355 be continued. The only section of MD 355 in Clarksburg which will continue as a major highway is south of Newcut Road.

- MD 355 should not be widened in the Clarksburg Historic District.

The section of MD 355 which runs through the Clarksburg Historic District has severe limitations on its ability to be widened. This Plan recommends that Frederick Road not be widened due to impacts on historic structures and the character of the Clarksburg Historic District. This Plan acknowledges that intersection improvements may be necessary. Such improvements should result in minimum impacts to contributing structures and the historic setting. To avoid widening the section of MD 355 through the historic district, this Plan recommends that MD 355 be relocated approximately 500' west of the district, beginning at Suncrest Avenue and running north to existing Frederick Road.

- MD 355 should not be widened in the Hyattstown Historic District.

Like the Clarksburg Historic District, the section of MD 355 that runs through the Hyattstown Historic District has severe limitations on its ability to be widened. This Plan recommends that MD 355 not be widened due to impacts on historic structures and the character of the district and proposes designating this portion of MD 355 as rustic. The current traffic congestion problems in the district are, for the most part, the result of traffic traveling through the area between I-270 and MD 75 via MD 109 and MD 355.

This Plan recommends that the I-270 interchange with MD 109 be closed and replaced with an interchange at MD 75 (extended) in Frederick County. If the MD 109 interchange is maintained or improved, then this Plan recommends that a bypass of the Hyattstown Historic District be provided. Frederick Road should become a secondary residential street through the Hyattstown Historic District if the bypass is constructed. The bypass recommended by this Plan extends MD 109 from its intersection with MD 355 eastward and then northward to intersect with MD 355 north of the County line. The northern end of MD 355 will be a "T" intersection with MD 109 as the primary movement. This alignment:

- Minimizes the traffic volumes along Frederick Road.
- Limits the need for traffic improvements along MD 355 to the intersections with MD 109 and the bridge over Little Bennett Creek.

- Utilizes the least problematic alignment with regards to environmental impacts and road construction.

### A-19 (OBSERVATION DRIVE EXTENDED)

This Plan recommends the construction of Observation Drive Extended (A-19) as a four-lane divided arterial with a 150-foot right-of-way. This roadway is an extremely important element of the *Clarksburg Master Plan* for several reasons:


- It will one day connect with Observation Drive in Germantown, thereby offering an alternative route to MD 355.
- The road is proposed to be wide enough to accommodate a separate bus lane or light rail.
- The road will help provide additional access to the Study Area's major employment areas.

The Master Plan proposed alignment for Observation Drive is shown on Figure 40.

The spacing between A-19 and I-270 along Newcut Road is limited to about 900 feet due to the location of the Comsat satellite groundstation and a branch of Little Seneca Creek. This may result in inadequate weaving distance for northbound traffic exiting I-270 onto Newcut Road and then turning left onto A-19. Much of the traffic making this movement would be bound for the Comsat property. If weaving distance between A-19 and I-270 along Newcut Road is determined to be inadequate, alternative actions may be necessary as determined by the Maryland State Highway Administration. These alternative actions should provide direct access to the Comsat property while considering the safety and efficient movement of traffic along A-19.

This Plan recommends that the intersection spacing standards in the current road code for an arterial roadway be modified for A-19. The general intent is to alternate intersections which cross the transitway with those that do not cross (right-in, right-out). This will allow for transit serviceable land uses while minimizing the number of intersections that would require traffic signals.

### MD 121 - CLARKSBURG ROAD (A-27)



Clarksburg Road (MD 121) traverses the Study Area in an east-west direction. The land use pattern proposed along MD 121 ranges from rural and open space west of I-270 to retail and higher-density housing between MD 121 and I-270. The character of MD 121 will change as it serves different levels of development. West of I-270, this Plan recommends that MD 121 be classified as an arterial roadway (A-27, two lanes) rather than a major highway between MD 117 and A-302. Between A-302 and A-304, this Plan recommends a four-lane divided arterial roadway. Between A-304 and I-270, this Plan recommends a six-lane divided arterial roadway. Currently, this section is classified as a major highway. This Plan recommends that the portion of MD 121 that is within a one-half

mile of I-270 be relocated due to the reconfiguration of the I-270/MD 121 interchange. Due to this reconfiguration, the western section of Clarksburg Road will directly connect with the extension of Stringtown Road, which is also designated as an arterial road (A-260).

The section of Clarksburg Road between I-270 and A-19 is recommended for realignment and will provide for a right-in, right-out intersection at A-260. Gateway Center Drive presently crosses the alignment of Stringtown Road Extended and connects with Clarksburg Road. Gateway Center Drive (A-300) remains in its existing configuration, but the turning movements at its intersection with A-260 (Relocated Clarksburg Road) may need to be restricted because of its proximity to the I-270 interchange. These restrictions may be required to reduce the negative traffic impacts of a full movement intersection located at a substandard distance from the MD 121/I-270 interchange.

#### **STRINGTOWN ROAD (A-260)**

This Plan recommends that Stringtown Road be constructed as a four-lane divided arterial roadway between I-270 and A-305. This Plan recommends that the 1968 Clarksburg and Vicinity Master Plan alignment of Stringtown Road be modified between MD 355 and Piedmont Road. The recommended alignment follows the existing road in order to utilize the existing crossing point of Little Seneca Creek and avoid two tributaries to the north of this crossing. The existing crossing will need to be widened to accommodate two additional lanes. When widened, this crossing is recommended to include areas for bike paths along Stringtown Road and for the Little Seneca Creek greenway, which will cross under Stringtown Road.

#### **SHAWNEE LANE (A-301)**

This Plan recommends that Shawnee Lane be reconstructed as a four-lane divided arterial roadway between Gateway Center Drive and MD 355.

#### **GATEWAY CENTER DRIVE (A-300)**

Gateway Center Drive is the main street for Gateway I-270, a major employment center located in the Transit Corridor District of the Study Area in the vicinity of the MD 121 interchange. This Plan recommends Gateway Center Drive to be classified as a four-lane divided arterial roadway within a variable 80- to 120-foot right-of-way.

#### **NEWCUT ROAD EXTENDED (A-302)**

Existing Newcut Road is a two-lane road that connects Piedmont Road to MD 355. This Plan recommends that Newcut Road be relocated adjacent to the stream buffer of Little Seneca Creek and extended to the east to connect with MD 27 and to the west to cross I-270 (with an interchange) and connect with

## WEST OLD BALTIMORE ROAD (A-7 AND E-1)

West Old Baltimore Road is a historical connection between this part of Montgomery County and the City of Baltimore. Currently, the road is in a wide variety of conditions. East of I-270, West Old Baltimore Road is typical of streets in the Up-County area where residences front on two-lane roads. Approaching I-270, the surrounding area is dominated by agricultural land and the satellite ground stations on the Comsat property. On the west side of I-270, the road serves as access to Black Hill Regional Park, farms, and scattered houses. As West Old Baltimore Road approaches MD 121, the condition of the road becomes more rustic, going from a standard two-lane cross-section with adequate clearance along the side of the road to a substandard width with trees and brush directly adjacent to the road.

This Plan recognizes and continues the rural character of West Old Baltimore Road in those areas where the Plan's recommended land uses for agricultural and open space preservation support the recommended character of the road. (See Rustic Road Recommendations.)

This Plan recommends that West Old Baltimore Road between Ten Mile Creek and Little Seneca Creek contain a hiking/biking path to connect the greenways.

## REDGRAVE PLACE (P-5)

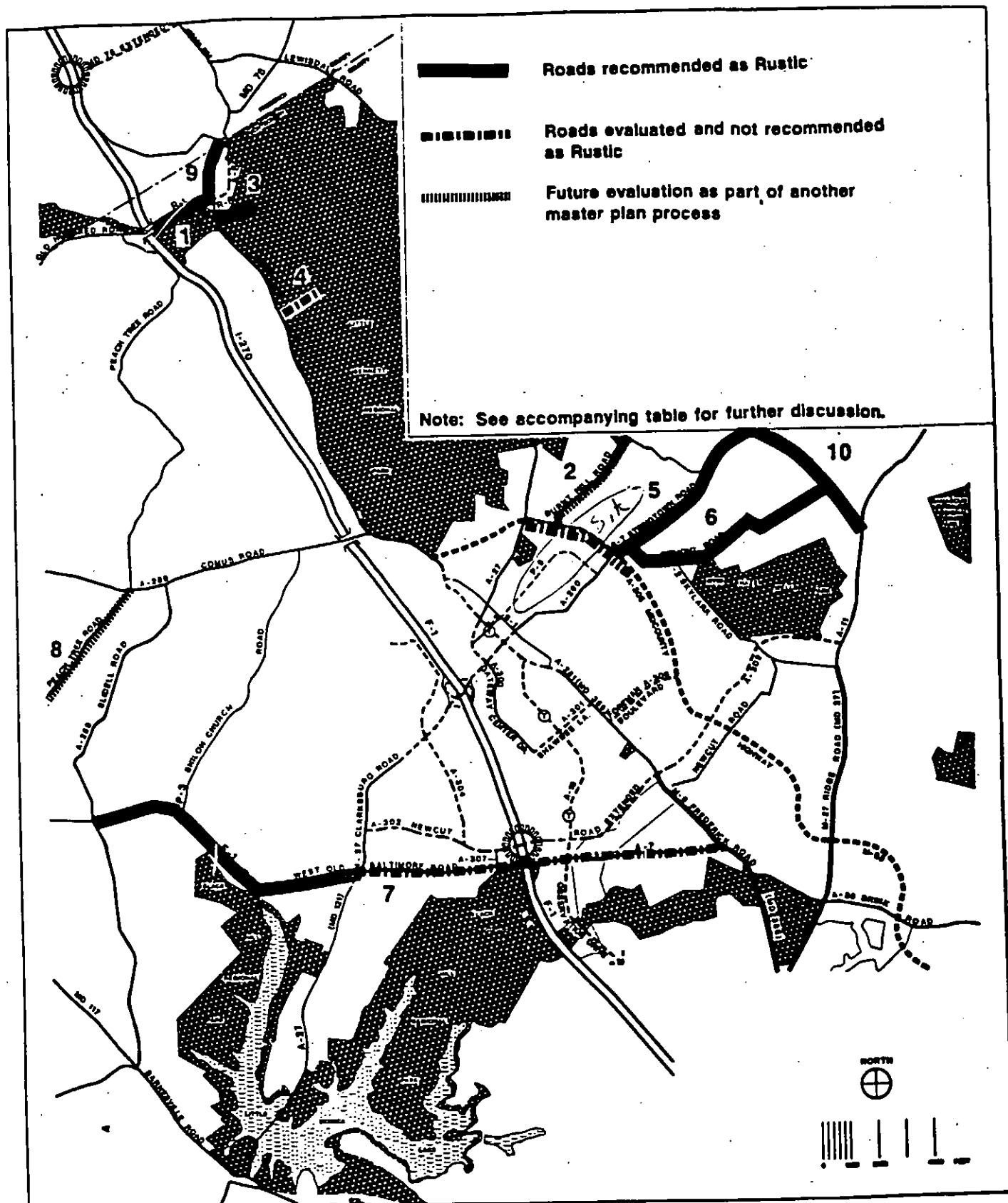
This Plan recommends that Redgrave Place be classified as a two-lane business district street within a 70-foot right-of-way to the tributary of Little Seneca Creek. North of that point, this Plan recommends that the roadway be classified as a primary residential street.

This Plan recommends that Redgrave Place serve as a pedestrian and vehicular linkage between the eastern area of the Town Center and the Town Center transit station. To do so, an extension of Redgrave Place to the east is recommended. This recommendation would require the relocation of a structure within the historic district. Redgrave Place is intended to connect the Town Center transit station to the greenway.

At the intersection of Redgrave Place with MD 355 (B-1), both roads should maintain a two-lane cross-section without turning lanes and include sidewalks on both sides of the (70-foot right-of-way) street. The design and construction of sidewalks along Redgrave Place should protect the existing chestnut tree to the maximum extent possible. While this may create a substandard design for the intersection, this serves to protect the traditional character of the district and accommodate pedestrian crossings.

## Rustic Road Recommendations

**Figure 42**



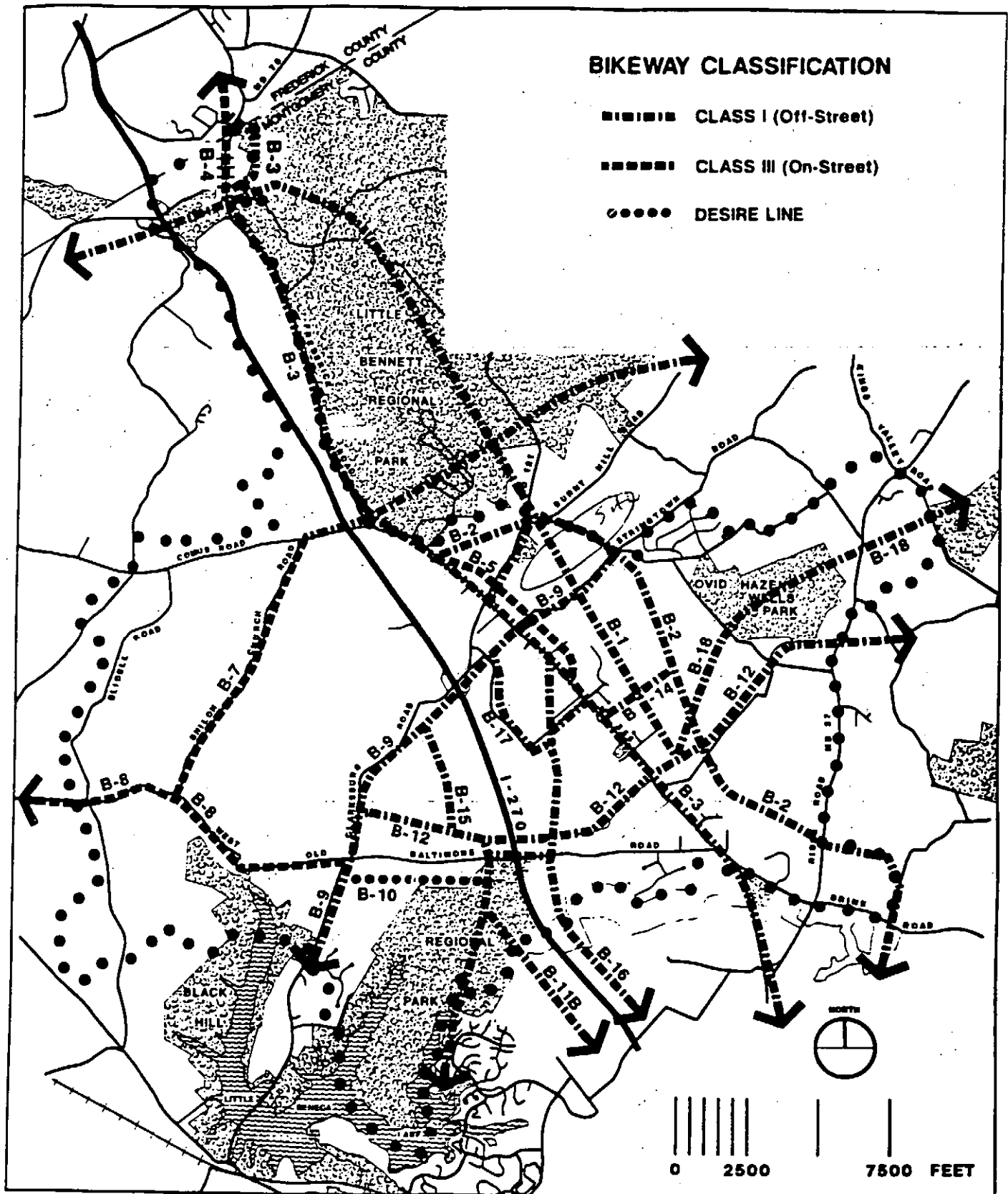
# Clarksburg Master Plan Rustic Roads Recommendations

Table 9

Roadway Name	Limits	Recommendation	Comments
<i>Roads on the Interim List and Present Designation</i>			
1. Old Hundred Road (MD 109) Rustic	1-270 to MD 355	Confirm Rustic designation	Plan does not propose any improvements to this interchange and supports its closure if future interchange opens to the north.
2. Burnt Hill Road Rustic	Connects to MD 121 at Study Area boundary	No change in designation; to be studied as part of Master Plan of Highways Amendment	Plan recommends realignment at connection to A-305. ←
3. Hyattstown Mill Road Exceptional Rustic	Connects to MD 355 in Study Area	Rustic—only the public segment	These roads were abandoned except for the first portion of Hyattstown Mill Road (that part of the road that serves adjacent private property) at the request of M-NCPPC. Roads have been closed at the stream crossings by the Parks Department. Because they are park roads, they are exempt from usual roadway standards and development activity.
4. Prescott Road Exceptional Rustic	Connects to MD 355 in Study Area	Remove designation—park road	
5. Stringtown Road Rustic	Area outside Clarksburg Master Plan Study Area	To be studied as part of the Master Plan of Highways Amendment	Piedmont Road intersection recommended for reconstruction.
6. Piedmont Road Rustic	MD 121 to Stringtown Road	Remove designation where concurrent with A-305 alignment	— Needed for network. —
	Stringtown Road to Hawkes Road	Confirm Rustic designation	Realignment at Stringtown Road recommended; adjacent land is recommended for 2-4 units per acre or for RC zoning; makes a system with Hawkes Road and Stringtown Road.

# Bikeway Plan

Figure 43



## Bikeway Classifications

Table 10

Bikeway Designation	Name	Limits	Class Type
B-1	North-South Greenway	Newcut Road Relocated to Little Bennett Regional Park with connection to Sugarloaf and Frederick County.	I
B-2	Midcounty Highway	Southern Study Area boundary to I-270.	I
B-3	Frederick Road	Southern Study Area boundary to Frederick County Line including Hyattstown Bypass.	I
B-4	Old Frederick Road in Hyattstown	Hyattstown Bypass to Frederick County line.	III
B-5	Old Frederick Road in Clarksburg Town Center	Frederick Road to Observation Drive.	III
B-6	East-West Greenway through Little Bennett Regional Park	Shiloh Church to Little Bennett Regional Park with connection to Damascus.	I
B-7	Shiloh Church Road	West Old Baltimore Road to Comus Road	III
B-8	West Old Baltimore Road	Clarksburg Road to western Study Area boundary.	III
B-9	Clarksburg Road and Stringtown Road	Southern Study Area boundary to Midcounty Highway.	I
B-10	Proposed Bikeway (implemented through subdivision review process)	Clarksburg Road to Black Hill Regional Park.	I
B-11A	Black Hill Regional Bikeway (west leg)	Newcut Road Relocated to South Germantown Recreational Park.	I
B-11B	Black Hill Regional Bikeway (east leg)	Black Hill Regional Bikeway (west leg) to Crystal Rock Drive.	I
B-12	Newcut Road Relocated	Clarksburg Road to Ridge Road.	I
B-19	Clarksburg Road (east)	Observation Drive to Midcounty Highway.	I

## Bikeway Classifications (cont.)

Table 10

Bikeway Designation	Name	Limits	Class Type
B-13	West Old Baltimore Road	Black Hill Regional Bikeway (west leg) to Observation Drive.	I
B-14	Foreman Boulevard	Clarksburg Road to Midcountry Highway, includes bikeway grade separation on I-270.	I
B-15	Newcut Village Drive	Newcut Road Relocated to Clarksburg Road.	I
B-16	Observation Drive	Southern Study Area boundary to Midcountry Highway.	I
B-17	Gateway Center Drive	Stringtown Road to Shawnee Lane Relocated.	I
B-18	East-West Greenway through Ovid Hazen Wells Park	Newcut Road Relocated to Ovid Hazen Wells Park with connection to Damascus.	I